



PILOTAGE.

- A RETURN of the Gross RECEIPTS during the last Three Years for PILOTAGE, LIGHTS, and other Sources of REVENUE, received at the Ports of *Belfast, Dublin, Londonderry, Cork and Waterford.*
- A RETURN of the APPLICATION of such REVENUE; distinguishing such as is paid to the Pilots, and whether any Sums received as for Pilotage are applied to any and what other object.
- A RETURN of the Number and Names of the Persons who have been LICENCED as PILOTS in each of the last Three Years; distinguishing such as are APPRENTICES, with their Ages, and Dates of Apprenticeship and Licences.
- A RETURN of the Number and Names of such PILOTS, and their APPRENTICES, who have been deprived of their LICENCES during the last Three Years, with the Causes of such deprivation of Licences.
- A RETURN of the Number of VESSELS which have been Piloted in and out of Port during the last Three Years, distinguishing Coasting from other Vessels, and the Number which have paid the Pilot Rates without having Pilots actually on board, and distinguishing Steam from other Vessels.
- A RETURN of the Number of VOYAGES, and the Amount of PILOTAGE received, from 1st February 1828 to 1st February 1833, by any and what Steam Vessels, at any and what Reduction from the regular Rates, and the causes of such Reduction, and of the same being discontinued.
- A RETURN of the Number of APPLICATIONS that have been made for LICENCES to act as PILOTS; distinguishing those that have been granted or refused, with the causes of such Refusal.
- A RETURN of the Scale of RATES for PILOTAGE in each of the said Ports; distinguishing those for Vessels employed in the Coasting Trade from those employed in the Foreign Trade.
- A CHART of the Lough and River *Foyle.*

(Mr. Rice.)

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*Ordered, by The House of Commons, to be Printed,*

11 July 1833.

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## BELFAST.

No. 1.—A RETURN of the GROSS RECEIPTS during the last Three Years for PILOTAGE, LIGHTS, and other sources of REVENUE.

DATE OF YEAR.	Received for Pilotage.	Received from other Sources, as Tonnage, Duller, &c. &c.	TOTAL RECEIPTS.
	£. s. d.	£. s. d.	
1830 - - -	3,050 19 8	4,043 7 4	7,094 7 -
1831 - - -	3,081 6 6	4,764 12 5	7,745 18 11
1832 - - -	3,500 2 8	5,414 19 9	8,915 2 5

N.B.—The revenue arising from the lights is not received in this office. The collector of Customs receives the light money at a per centage.

No. 2.—A RETURN of the APPLICATION of the REVENUE; distinguishing such as is paid to Pilots, and whether any Sums received as for Pilotage are applied to any and what other object.

DATE OF YEAR.	Paid the Licensed Pilots.	Paid other Casual Expenses.	TOTAL.
	£. s. d.	£. s. d.	
1830 - - -	2,096 19 -	4,725 5 7	6,821 4 7
1831 - - -	1,879 17 1	6,750 13 8	8,630 10 9
1832 - - -	1,827 - 5	4,353 13 10	6,180 13 5

The other Expenditure includes, viz. delivering Ballast, Dock Expenses, Ballast and Ballast Lighters, Steam Engine, Perches and Buoys, Docks and Quays, Printing Advertisements, Port and Harbour Improvements, Incidentals, Rents and Taxes, Steam Drudge, Salaries and Annuities, &c. &c.

The Annuities are applied solely to superannuated Pilots and Pilots Widows.

Ballast Office, 18th June 1833.

James Lewis, B. M.

No. 3.—A RETURN of the Number and Names of the Persons who have been LICENSED in each of the last Three Years; distinguishing such as are APPRENTICES, with their Age, and Dates of Apprenticeship and Licence.

LICENSED PILOTS.	When Licensed.	Supposed Age.	SUPERNUMERARY PILOTS, Allowed only to pilot Small Vessels of 20 Tons.	When Appointed.	Supposed Age.
1. Richard McGravy -	1823	43 yrs			
2. James Hill -	1822	38 -			
3. Thomas Steenson -	1823	34 -	1. Samuel Mills -	1830	25
4. John Graham -	1822	37 -	2. George Montgomery -	1830	26
5. Ringing Johnston -	1822	40 -	3. Thomas Duff -	1830	24
6. Robert Brown -	1822	34 -	4. Thomas Shaw -	1829	26
7. Patrick Benson -	1822	55 -	5. John Simpson -	1831	28
8. John Benson -	1829	25 -	6. William McCartney -	1830	29
9. John McClean, sen. -	1811	53 -	7. William Lyons -	1831	23
10. John McClean, jun. -	1822	29 -	8. Robert Stewart -	1831	25
11. Henry McClean -	1824	27 -	9. John McNeil -	1831	25
12. William McClean -	1812	39 -			
13. Thomas Miskimmon -	1829	28 -	26 Total.		
14. William Mills -	1825	31 -			
15. John Mills -	1825	34 -			
16. John Carlile -	1822	45 -			
17. Frank McCann -	1825	39 -			

There are no Apprentices.

George McKelvin, Pilot Master.

No. 4.—A RETURN of the Number and Names of such PILOTS or APPRENTICES who have been deprived of their LICENCES during the last Three Years, with the cause of such Deprivation.

Thomas Seeds - - - Superannated from old age.  
 William Graham - - - Dismissed for misconduct.  
 George Harper - - - Ditto - - ditto.

No. 5.—A RETURN of the Number of the VESSELS that have been Piloted in and out of Port during the last Three Years, distinguishing Coasters from other Vessels, and the Number which have paid the Pilot Rates without having Pilots actually on board.

DATE of YEAR.	COASTERS.	Vessels coming from a Foreign Voyage.	STEAMERS.	TOTAL.
1830 - -	1,815	148	450	2,413
1831 - -	1,722	166	385	2,273
1832 - -	1,669	154	477	2,300

N.B.—There does not appear that above three or four vessels came up without a pilot; and those few might have had a pilot if they would have lain-to for one.

No. 6.—A RETURN of the Number of VOYAGES, and the Amount of PILOTAGE received, from 1st February 1828 to 1st February 1833, by any and what Steam Vessels, at any and what Reduction from the regular Rates, and the causes of such Reduction, and of the same being discontinued.

VESSEL'S NAME.	1828.			1829.		1830.		1831.		1832.	
	Tons.	Number of Voyages.	Amount received for Pilotage.	Number of Voyages.	Amount received for Pilotage.	Number of Voyages.	Amount received for Pilotage.	Number of Voyages.	Amount received for Pilotage.	Number of Voyages.	Amount received for Pilotage.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Chieftain -	250	36	90 - -	53	145 15 -	49	134 15 -	39	111 9 -	57	173 15 -
Comair -	185	44	104 - -	54	125 11 -	50	116 5 -	44	99 4 -	42	96 18 -
Pingal -	202	42	105 - -	63	157 10 -	46	115 - -	46	115 - -	57	146 7 -
Eclipse -	104	44	33 12 -	50	40 - -	67	53 12 -	63	50 8 -	71	78 2 -
Hibernia -	210	45	112 10 -	46	115 - -	43	107 10 -	46	115 12 -	54	137 14 -
Shamrock -	192	48	120 - -	56	140 - -	38	95 - -	37	89 0 -	38	67 8 -
Erin -	230	14	44 - -	12	36 - -	14	42 - -	14	41 - -	14	30 4 -
Frelic -	168	57	38 9 -	62	41 17 -	32	21 12 -	-	-	-	-
City of Dublin -	207	8	20 - -	2	5 - -	7	17 10 -	7	17 10 -	11	18 1 -
Britania -	218	4	10 - -	13	32 10 -	4	10 - -	2	5 - -	2	5 8 -
Manchester -	213	1	2 10 -	2	5 - -	-	-	-	-	-	-
Sheffield -	225	36	80 - -	-	-	-	-	-	-	-	-
Belfast -	123	-	-	28	20 13 -	75	55 6 3	52	51 5 9	75	97 20 -
Mercy -	207	-	-	1	2 10 -	8	20 - -	17	42 14 -	1	2 12 -
Nottingham -	227	-	-	5	12 10 -	1	2 10 -	6	15 6 -	2	5 12 -
Birmingham -	221	-	-	-	-	8	20 - -	-	-	-	-
Leeds -	242	-	-	-	-	-	-	-	-	-	-
Lilly -	187	-	-	-	-	-	-	-	-	-	-
William Fawcett -	208	-	-	-	-	-	-	-	-	8	20 8 -
Tow <sup>r</sup> Castle -	97	-	-	-	-	-	-	-	-	70	70 - -
Kingston -	71	-	-	-	-	-	-	-	-	9	7 4 -
Mass -	200	-	-	-	-	1	2 10 -	-	-	-	-
Lord Elanay -	201	-	-	-	-	-	-	-	-	5	12 15 -

Until the 11th of September 1831, all vessels, steamers and others paid by the draft of water; but since that period, when a new Act of Parliament was obtained, they pay now by the registered tonnage, and steamers do not pay near as much as others. See Scale attached to No. 8.

No. 7.—A RETURN of the Number of Applications that have been made for LICENCES to act as PILOTS; distinguishing those that have been granted or refused, with the causes of each refusal.

THE Pilots, if they behave properly, have their Licences renewed annually, and in case of deaths new ones are appointed from the supernumerary class; of course there are many applications, but the Corporation have not appointed any lately, as they conceive there are as many now licensed as the trade of the port requires.

No. 8.—A RETURN of the Scale of RATES for PILOTAGE; distinguishing those for Vessels employed in the Coasting Trade from those employed in the Foreign Trade.

1st.—ALL trading vessels carrying merchandize are obliged to take a licensed pilot coming from sea into Garmoyle, or to the Quay, or going from the Quay to Garmoyle, or to sea, or pay the regulated pilotage.

2d.—Any master not lying-to for a pilot, or refusing to take the first pilot that offers, and afterwards taking another, shall be obliged to pay both pilots.

3d.—If it shall happen that a pilot, as aforesaid, shall not appear alongside, and offer his services to any ship or vessel coming from sea into the said harbour before such ship or vessel shall arrive in that part of the said harbour called Whitehouse Roads, or during such time

time as such ship or vessel shall be in the said Whitehouse Roads, and having his jack flying, then, and in such case, it shall and may be lawful to and for any person whom the master or commander of the said ship or vessel shall think proper to appoint, though not a licensed pilot, to take charge and care of the said ship or vessel as pilot thereof, and no pilotage shall be paid by the master or commander of such ship or vessel to the said Corporation; and if it shall happen that the master or commander of any such ship or vessel, going from Garmoyle to the sea, or to the quays of Belfast, having his jack flying, or from the quay of Belfast to Garmoyle, shall demand or require from the Ballast-office a pilot to conduct such vessel, and if a pilot shall not attend such ship or vessel within twenty-four hours after demand, a requisition in writing shall have been made at the Ballast-office, then, and in that case, it shall and may be lawful to and for any person whom the master or commander of the ship or vessel shall think proper to appoint, though not a licensed pilot, to take charge or care of the said ship or vessel; and no pilotage shall be paid by the master or commander of such ship or vessel to the said corporation.

4th.—Every person offering himself as a pilot to any vessel must show his flag, and declare whether he be licensed or not, and forfeit 40 s. if his declaration be false.

5th.—Any licensed pilot having taken charge of any vessel, neglecting or refusing to do his duty, and thereby causing any injury or unnecessary delay, to forfeit 5 l. and be sent to goal for three months, and dismissed.

6th.—Masters of vessels are not to pay, or suffer to be paid by any person for them, any money, or other reward, or gratuity whatsoever, for the piloting of their vessel by any licensed pilot, to any person save only to the Ballast-master.

7th.—To entitle the licensed pilot to payment, you are to grant him a certificate of the service done, signed by you or your mate; printed forms of which certificate the pilots are supplied with.

#### RATES OF PILOTAGE.

Registered Tonnage.	No. 1.			No. 2.			No. 3.			No. 4.		
	Vessels not having British Registers arriving from or sailing on a Foreign Voyage.			Vessels with British Registers arriving from or sailing on a Foreign Voyage.			Vessels, not Steamers, trading to or from a Port in the United Kingdom.			Vessels, being Steamers.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
30 tons and under 40	—	16	—	—	12	—	—	8	—	—	4	—
40 — — — 50	1	—	—	—	15	—	—	10	—	—	5	—
50 — — — 60	1	4	—	—	18	—	—	12	—	—	6	—
60 — — — 70	1	8	—	1	1	—	—	14	—	—	7	—
70 — — — 80	1	12	—	1	4	—	—	16	—	—	8	—
80 — — — 90	1	16	—	1	7	—	—	18	—	—	9	—
90 — — — 100	2	—	—	1	10	—	—	1	—	—	10	—
100 — — — 110	2	4	—	1	12	—	—	1	2	—	11	—
110 — — — 120	2	8	—	1	15	—	—	1	4	—	12	—
120 — — — 130	2	12	—	1	19	—	—	1	6	—	13	—
130 — — — 140	2	16	—	2	2	—	—	1	8	—	15	—
140 — — — 150	3	—	—	2	5	—	—	1	10	—	17	—
150 — — — 160	3	4	—	2	8	—	—	1	12	—	19	—
160 — — — 175	3	8	—	2	11	—	—	1	14	—	1	1
175 — — — 200	3	12	—	2	14	—	—	1	16	—	1	3
200 — — — 225	3	16	—	2	17	—	—	1	18	—	1	5
225 — — — 250	4	—	—	3	—	—	—	2	—	—	1	8
250 — — — 275	4	4	—	3	3	—	—	2	2	—	1	10
275 — — — 300	4	8	—	3	6	—	—	2	4	—	1	13
300 — — — 325	4	12	—	3	9	—	—	2	6	—	1	15
325 — — — 350	4	16	—	3	12	—	—	2	8	—	1	18
350 — — — 375	5	—	—	3	15	—	—	2	10	—	2	—
375 — — — 400	5	8	—	4	1	—	—	2	14	—	2	3
400 tons and upwards	6	—	—	4	10	—	—	3	—	—	2	5

Vessels coming into the said harbour from stress of weather or contrary winds, and vessels not coming near the quays than the pool of Garmoyle, shall pay one-half only of the respective rates above-mentioned.

James Lewis, Ballast-master.

## DUBLIN.

THE application of the Revenue fully appears in the following Documents, Nos. 1, 2, 3, and No. 4 presents a particular Statement of the Pilot Establishment.

## No. 1.—PORT ACCOUNT.

	5 January 1831.			5 January 1832.			5 January 1833.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
<b>RECEIPTS:</b>									
Tonnage duty from shipping - - -	19,475	4	6	11,655	17	3	11,060	17	9
Ballast to shipping - - - - -	7,612	12	10	6,488	14	11	7,678	9	6
Ballast on shore to persons - - -	39	8	4	49	5	-	21	10	-
Quay walls duty from shipping, &c. -	3,594	9	10	3,034	17	11	3,130	10	8
Pilotage, inwards - - - - -	3,717	-	11	3,435	11	8	3,704	1	1
Ditto, outwards - - - - -	1,428	3	2	1,502	17	4	1,306	15	6
Pilot boats' earnings; proportion returned for repairs - - - - -	220	17	9	382	5	11	495	9	11
Dunleary old pier dues from shipping -	517	2	9	449	10	9	527	2	1
Committee of Proprietors, north lots, received for their account - - -	51	18	11	24	10	10	89	2	11
Balbriggan harbour from shipping - -	266	13	5	106	16	3	-	-	-
Fines - - - - -	8	-	-	1	-	-	6	9	-
Casual receipts - - - - -	35	1	8	19	16	1	42	6	10
Rents receivable - - - - -	123	15	9	123	15	9	143	15	9
Sinking fund; interest on investment in stock to form fund against debenture debt - - - - -	80	5	1	98	10	10	106	2	7
Graving-slip dues from shipping - - -	-	-	-	-	-	-	174	16	4
<b>TOTAL - - - £.</b>	<b>30,170</b>	<b>14</b>	<b>11</b>	<b>27,298</b>	<b>10</b>	<b>-</b>	<b>29,397</b>	<b>9</b>	<b>11</b>
<b>DISBURSEMENTS:</b>									
Ballast raising and heaving - - - -	2,639	10	6	2,553	4	5	2,639	-	6
Ballast lighters - - - - -	2,715	18	7	2,327	1	5	2,287	5	4
Deedging barge; cost & expense working	4,508	1	-	1,061	13	11	1,133	12	-
Harbour; dredging river, &c. - - -	5,783	13	10	5,694	19	9	7,489	11	10
Committee Proprietors, north lots - -	114	8	8	24	10	10	-	-	-
Ballast on shore - - - - -	59	2	11	146	14	1	164	4	1
Dunleary harbour - - - - -	904	14	8	161	3	4	199	5	8
Balbriggan harbour - - - - -	266	13	5	106	16	3	-	-	-
Pilotage, inwards; paid pilots - - -	3,676	17	1	3,554	-	8	3,616	8	11
Pilotage, outwards; - - - - -	1,398	16	1	1,558	11	6	1,270	2	6
Pilot boats - - - - -	1,724	6	2	1,408	11	1	321	1	6
Pilot station at Peckbeg - - - - -	175	4	7	175	2	3	172	9	8
Pilots superannuated - - - - -	93	-	-	96	-	-	99	5	-
Rents payable - - - - -	61	1	8	61	1	8	335	-	9
Premiums and rewards - - - - -	27	13	10	27	13	10	35	5	4
Repayments; tonnage duty, &c. - - -	9	14	3	19	14	9	-	-	-
South Quay Wall repairs - - - - -	31	13	1	70	6	4	31	19	3
House and concerns, ballast-office, rent and taxes, &c. - - - - -	323	2	3	308	14	4	362	10	7
Graving-slip for lighters - - - - -	90	6	7	24	7	10	5	10	-
Graving-slip for public, coast, &c. - -	5,340	19	11	6,000	19	-	2,114	7	5
Great North Wall repairs - - - - -	59	17	-	82	11	4	160	13	5
Great South Wall - - - - -	5	13	11	18	9	2	-	-	-
House and concerns at Bullock - - -	43	10	7	38	-	7	27	11	-
Incidents - - - - -	265	7	8	102	12	6	139	7	2
Interest on loan by debentures - - -	3,426	12	1	3,519	-	1	3,840	-	7
Sinking fund and investment - - - -	335	5	1	347	10	10	361	8	7
Life-boats - - - - -	119	15	10	57	18	1	92	3	8
North Quay Wall building and repairs	756	10	3	661	15	2	404	12	10
Pigeon-house Road - - - - -	99	5	1	236	6	10	18	12	3
Pensions and charities - - - - -	368	6	4	493	14	1	472	17	2
Printing and stationery - - - - -	210	14	7	178	9	2	215	7	10
North lot, No. 69, paid proprietor -	-	-	-	31	5	-	-	-	-
Salaries; officers of establishment - -	1,473	14	2	1,499	10	-	1,466	-	4
<b>TOTAL - - - £.</b>	<b>36,781</b>	<b>11</b>	<b>8</b>	<b>33,537</b>	<b>10</b>	<b>1</b>	<b>29,796</b>	<b>9</b>	<b>2</b>

## No. 2.—LIGHTS.

	5 January 1831.	5 January 1832.	5 January 1833.
<b>RECEIPTS:</b>			
Light duties collected in Irish ports -	£. s. d. 9,309 13 5	£. s. d. 11,050 12 2	£. s. d. 10,350 9 5
Light duties collected in British ports -	28,758 7 6	31,399 15 5	28,932 12 10
<b>TOTAL - - - £.</b>	<b>37,968 1 -</b>	<b>42,400 7 8</b>	<b>39,283 2 4</b>
<b>DISBURSEMENTS:</b>			
Ardglass - - - - -	145 18 7	155 10 5	113 15 9
Arran Island - - - - -	588 1 -	492 5 10	455 18 10
Arranmore - - - - -	355 19 11	366 19 3	286 11 6
Balbriggan - - - - -	151 17 2	177 10 7	139 17 -
Carlingford - - - - -	532 7 4	888 - 4	594 11 11
Cape Clear - - - - -	471 15 3	858 2 1	1,026 11 3
Carlingford Lough - - - - -	2,513 18 9	495 6 2	192 8 7
Clare Island - - - - -	475 16 1	1,054 11 5	721 11 2
Charles Port - - - - -	91 14 9	104 - 5	103 - 3
Copeland - - - - -	1,184 11 1	771 13 5	450 12 5
Cork - - - - -	279 7 5	2,392 12 7	1,787 4 8
Danleesy - - - - -	58 - 6	33 18 2	-
Dunmore - - - - -	126 16 5	148 2 -	115 10 6
Duncannon - - - - -	123 5 5	105 8 9	82 14 9
Eagle Island - - - - -	- - -	1,252 15 7	5,453 19 11
Howth Bayly — Pier - - - - -	404 11 4 246 9 8	430 3 10 297 5 9	355 14 4 235 1 1
Hook - - - - -	727 4 4	913 10 -	550 1 10
Inniegot - - - - -	592 9 3	287 17 7	318 3 9
Innistrahul - - - - -	684 5 2	513 7 3	574 - 7
Kilkadane - - - - -	348 15 1	403 17 11	255 - 11
Kinsale - - - - -	557 15 2	598 15 6	687 10 11
Kellybegs - - - - -	2,389 7 5	4,157 11 11	1,703 11 4
Loophead - - - - -	595 18 11	508 5 2	389 - 3
Loughswilly - - - - -	416 8 1	295 17 8	252 10 2
Larne - - - - -	- - -	- - -	287 19 8
Maidens - - - - -	3,295 12 -	2,737 14 -	1,725 5 9
Mutton - - - - -	358 13 6	440 15 5	310 1 4
North Wall - - - - -	74 5 -	148 9 10	163 8 5
Podbeg - - - - -	1,439 1 3	375 7 4	573 4 8
Skellias - - - - -	1,273 1 5	1,009 4 3	1,017 - 10
South Rock - - - - -	531 6 -	512 11 -	384 19 5
Slyne Head - - - - -	- - -	2,759 - 1	4,307 4 -
Sligo - - - - -	- - -	- - -	440 4 7
Tarbert - - - - -	1,276 7 -	292 - 10	627 1 5
Tusker - - - - -	720 9 1	1,254 17 9	656 4 1
Tory - - - - -	2,752 15 11	4,506 17 2	5,204 18 5
Wicklow - - - - -	1,025 8 7	723 10 1	582 4 2
Supply light-house store-vessel - - - - -	- - -	- - -	3,234 5 2
Relief - - - - -	1,376 7 4	954 15 10	1,085 11 2
Star - - - - -	1,119 17 3	949 - 8	938 14 5
Seagull - - - - -	1,245 3 4	1,042 14 8	1,225 17 1
Brilliant - - - - -	- - -	- - -	3,548 15 1
Anne and Margaret - - - - -	245 17 1	293 7 5	50 14 1
Bothal - - - - -	- - -	- - -	50 1 -
Beacons - - - - -	798 11 11	1,077 15 -	308 1 9
Oil store - - - - -	275 14 -	499 2 4	167 10 11
Rents payable - - - - -	291 3 -	291 3 -	-
Incidents - - - - -	250 8 2	932 15 10	1,236 - 11
Pensions and charities - - - - -	112 14 8	108 9 8	132 14 8
Printing and stationery - - - - -	310 8 1	250 14 2	182 11 5
Superannuated light-keepers - - - - -	57 4 1	43 7 4	44 11 8
Salaries to officers - - - - -	1,794 4 5	1,707 8 -	1,705 9 10
<b>TOTAL - - - £.</b>	<b>36,278 11 4</b>	<b>41,837 10 4</b>	<b>47,948 10 9</b>

## No. 3.—QUAY WALLS, Westward of Carisle Bridge.

	5 Jan. 1831.	5 Jan. 1832.	5 Jan. 1833.
RECEIPTS:			
Arising from a tax of 2s. per foot on all houses and ground fronting the river Liffey, between Carisle and Barnack Bridges, under Act 43 Geo. 3. c. 127	£. s. d. 842 19 7	£. s. d. 774 18 6	£. s. d. 713 12 1
DISBURSEMENTS:			
As directed by the Act, in repairing the Quay Walls, cleansing the River, and repairing the Bridges, &c.	£. s. d. 659 17 4	£. s. d. 621 13 7	£. s. d. 1,299 6 6

## No. 4.—STATEMENT relating to the PILOT ESTABLISHMENT.

In the Account of the Gross Receipts and the Disbursements of the Port, in Return No. 1, the total Pilotage received is included, and was, for the year ending

	£.	s.	d.
5 January 1831, for Pilotage Inwards	£.	3,717	11
Ditto - - - ditto Outwards	-	1,428	2
5 January 1832 - - ditto Inwards	-	3,435	9
Ditto - - - ditto Outwards	-	1,502	4
5 January 1833 - - ditto Inwards	-	3,704	1
Ditto - - - ditto Outwards	-	1,306	6
TOTAL		15,094	9

And it likewise appears that the Payments to the Pilots was, for the same period, viz.

	£.	s.	d.
5 January 1831, for Pilotage Inwards	£.	3,676	17
Ditto - - - ditto Outwards	-	1,398	1
5 January 1832 - - ditto Inwards	-	3,554	8
Ditto - - - ditto Outwards	-	1,558	6
5 January 1833 - - ditto Inwards	-	3,616	11
Ditto - - - ditto Outwards	-	1,270	6
TOTAL		15,074	16

Leaving a balance, on the 5th January 1833, due to them, of - - £.

19 19 5

So that no Revenue is derived from Pilotage received from Shipping.

Out of the above gross sum of 15,074*l.* 16*s.* 9*d.* paid to the pilots, 5,653*l.* 13*s.* 2*d.* were earnings by the crews of boats belonging to the Corporation, from which certain deductions are made, amounting nearly to two-thirds of the earnings, towards meeting the expenditure, and for repairs of the boats; these deductions, for the year ending

5 January 1831, were, on	£.	1,118	8	£.	220	17	9
Ditto 1832 ditto	-	1,031	4	-	382	5	11
Ditto 1833 ditto	-	1,004	8	-	495	9	11
Amounting to				£.	1,098	13	7

Within the same period, the Expenditure for Cost and Outfit of Three new Boats was, viz.

To 5 January 1831	£.	1,724	6	2			
Ditto 1832	-	1,408	11	1			
Ditto 1833	-	331	1	6	making	3,463 18 9	
From which deduct the above-mentioned stoppages out of earnings of certain of the pilots	-	-	-	-	-	1,098 13 7	
Carried forward	-	-	-	£.	2,365	5	2



	Brought forward - - -	£. s. d.
		2,365 5 2
To which must be added the following annual charges, viz.		
Salary to pilot master - - - - -	£. 70 - -	
Boat and boatmen at Poolbeg, for the purpose of taking out pilots from outward-bound vessels - - - - -	175 - -	
Superannuated pilot's allowance - - - - -	96 - -	
	Three years at - - - 341 - -	1,023 - -
	TOTAL - - - £.	3,388 5 2

So that the Pilot Service, instead of creating a revenue, has caused a deduction from the funds of the Corporation of the above sum of 3,388*l.* 5*s.* 2*d.*

Ballast Office, Dublin, }  
1st June 1833.

William Bigger,  
Ballast Master, Port of Dublin.

No. 5.—RETURN of the Number and Names of the PERSONS who have been LICENSED as PILOTS in each of the last Three Years; distinguishing such as are Apprentices, with their Ages, and Dates of Apprenticeship and Licences.

<p>In the year 1830:</p> <p>No. 1. Daniel Lynch. - 2. Joseph Archbold. - 3. John Kingman. - 4. George Kelly. - 5. James Langan. - 6. George Reeves.</p>	<p>In the year 1831:</p> <p>No. 1. John Rickards. - 2. Patrick Doyle. - 3. Patrick Mooney. - 4. James Haunood. - 5. Patrick Archbold. - 6. James Hudson.</p>
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In the year 1832:—No. 1. Michael Swords.

There are no Apprentices.

No. 6.—RETURN of the Number and Names of such PILOTS, and their APPRENTICES, who have been DEPRIVED of their LICENCES, during the last Three Years; with the causes of such deprivation of Licences.

In the year 1830:  
Patrick Lawler, for neglect of duty.  
George Warren, for drunkenness.

In the year 1831:  
Benjamin Hewetson, for neglect of duty.  
George Reeves, at his own request.

In the year 1831—continued.  
William Harwood, for drunkenness.  
William Mahalme, ditto.

In the year 1832:  
Joshua Moorhead, through ill health.  
Michael Mooney, for neglect of duty.

There are no Apprentices.

Ballast Office, Dublin, }  
1 June 1833.

John Cowart,  
Secretary.

No. 7.—RETURN of the Number of VESSELS which have been Piloted-in and out of Port during the last Three Years, distinguishing Coasting from other Vessels, and the Number which have paid the Pilot Rates, without having Pilots actually on Board; and distinguishing Steam from other Vessels.

YEARS.	VESSELS PILOTED INWARD.			VESSELS PILOTED OUTWARD.		
	Vessels from Foreign Ports.	Coasters.	Steamers.	Vessels from Foreign Ports.	Coasters.	Steamers.
1830 -	258	2,007	573	228	523	837
1831 -	277	2,186	548	277	502	890
1832 -	215	2,430	557	215	491	747

The Pilots Inwards being in all cases charged upon a note certifying the service to have been performed (except in about 10 or 12 cases, where affidavit of tender and refusal of service, in a year), therefore there is no account retained in this office of the number of vessels which may come in without pilots being actually on board.

25 May 1833.

No. 8.—RETURN of the Number of VOYAGES, and the Amount of PILOTAGE received, from 1st February Rates, and the Cause of such Reduction,

STEAM VESSELS.	From 1 Feb. 1828 to 5 Jan. 1829.			1829.		
	Voyages.	Tonns.	Outwards.	Voyages.	Tonns.	Outwards.
Ebtania	47	£. s. d.	£. s. d.	60	£. s. d.	£. s. d.
Birmingham	65	53 11 5	51 14 -	62	48 17 6	65 18 -
Baltimore	-	65 - 11	71 10 -	17	100 3 -	68 4 -
City Dublin	69	- - -	- - -	49	12 16 -	18 10 -
City Bristol	42	53 19 8	75 18 -	49	51 5 -	53 18 -
City Londonderry	-	67 6 6	46 6 -	49	86 19 8	55 4 -
City Waterford	-	- - -	- - -	-	- - -	- - -
City Edinburgh	-	- - -	- - -	-	- - -	- - -
Commerce	64	- - -	- - -	-	- - -	- - -
Erio, of Dublin	40	64 10 -	70 8 -	47	45 8 9	51 12 -
Erio, of Belfast	13	65 15 -	34 15 -	31	47 19 6	29 4 -
Express	-	20 14 3	14 11 -	12	22 14 6	14 1 -
Earl Roden	-	- - -	- - -	-	- - -	- - -
Emerald Isle	-	- - -	- - -	-	- - -	- - -
Gipsy	4	- - -	- - -	-	- - -	- - -
Hibernia	7	6 7 9	4 8 -	-	- - -	- - -
Indisful	7	5 3 3	7 14 -	3	- - -	3 6 -
Killarney	39	32 17 6	49 18 -	38	38 - -	42 18 -
Kingstown	-	- - -	- - -	-	- - -	- - -
Leeds	27	25 14 3	21 16 -	9	9 19 3	7 2 -
Lee	29	29 5 3	31 18 -	30	45 3 -	33 - -
Liffey	-	- - -	- - -	6	- 10 6	6 10 -
Lord Rayney	44	35 15 11	44 10 -	17	11 13 -	17 2 -
Marchioness Wellesley	8	13 14 6	8 8 -	1	1 6 3	1 2 -
Mersey	1	1 7 -	- 18 -	8	1 12 -	7 3 -
Manchester	6	8 11 -	6 - -	47	23 9 -	47 4 -
Moss	54	44 13 11	59 8 -	70	48 8 3	77 - -
Moss Isle	-	- - -	- - -	20	15 2 6	21 18 -
Nottingham	-	- - -	- - -	-	- - -	- - -
Royal Tar	7	3 4 6	7 14 -	51	59 4 5	56 2 -
Sheffield	26	- - -	- - -	-	- - -	- - -
Shannon	11	30 12 3	28 18 -	-	4 13 6	- - -
Shamrock	11	17 2 3	12 6 -	12	23 10 7	13 2 -
Scotia	47	41 14 5	51 14 -	39	31 2 3	43 18 -
St. Patrick	6	7 - 6	5 - -	40	63 14 -	35 9 -
St. David	42	63 18 9	46 4 -	41	70 15 5	45 3 -
St. George	-	- - -	- - -	-	- - -	- - -
Severa	-	- - -	- - -	-	- - -	- - -
Thames	-	- - -	- - -	-	- - -	- - -
Town of Liverpool	14	23 15 9	15 17 -	21	29 8 -	23 3 -
Town of Drogheda	2	- - -	2 4 -	-	- - -	- - -
William the Fourth	1	- 16 6	1 9 -	-	- - -	- - -
William Fawcett	-	- - -	- - -	-	- - -	- - -
William Huskisson	-	- - -	- - -	13	28 3 -	16 12 -
Victory	1	- - -	- 13 -	-	- - -	- - -

N.B.—Neither increase nor reduction of rates within the period of this Return.

Ballast Office, Dublin, }  
24 May 1832. }

1828 to 1st February 1833, by any and what STEAM VESSELS, at any and what Reduction from the regular and of the same being discontinued.

1830.			1831.			From 5 Jan. 1832 to 1 Feb. 1833.		
Voyages.	Inwards.	Outwards.	Voyages.	Inwards.	Outwards.	Voyages.	Inwards.	Outwards.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.		£. s. d.	£. s. d.
48	69 13 3	58 16 -	59	53 8 9	64 18 -	54	69 12 3	57 4 -
62	77 3 8	68 4 -	75	69 11 6	84 10 -	59	66 - 3	63 16 -
68	57 9 1	74 16 -	79	43 17 6	86 18 -	47	44 5 -	51 14 -
53	34 15 9	28 6 -	44	21 14 6	48 8 -	21	27 15 3	33 2 -
48	57 8 -	33 8 -	15	29 11 3	17 10 -	27	64 18 9	32 8 -
8	13 12 6	9 6 -	17	37 11 6	20 15 -	18	37 12 8	21 19 -
			1	2 6 -	1 4 -			
						1	1 3 2	
53	24 17 6	58 6 -	47	31 12 -	51 14 -	59	43 13 6	62 10 -
38	54 7 8	36 19 -	39	66 18 6	38 1 -	33	58 6 -	40 12 -
15	26 10 9	17 12 -	14	26 17 9	16 14 -	15	24 14 6	18 4 -
						3	3 14 -	2 14 -
1		1 1 -	3	3 11 6	1 19 -			
1	1 - -	1 2 -						
3	16 6 -	3 6 -						
41	49 1 11	45 4 -	37	48 11 3	40 12 -	55	69 6 9	60 10 -
20	37 11 6	22 14 -	38	27 15 5	45 10 -	27	62 14 -	32 8 -
			1	17 6 -	16 -	9	5 18 3	7 6 -
18	28 15 -	19 16 -	43	63 3 -	46 4 -	51	77 10 3	56 5 -
			1	2 11 3	1 -	27	58 6 3	49 12 -
35	19 15 9	38 8 -	72	44 2 3	72 18 -	19	45 19 11	19 - -
8	14 10 -	4 8 -	4	9 16 3	5 2 -	9	15 - -	10 - -
1		17 -	16	4 19 -	17 17 -	4		3 12 -
69	44 6 2	69 - -	40	40 3 9	40 2 -	34	29 3 3	34 2 -
48	68 14 10	52 8 -	4	9 3 5	4 8 -			
						1	1 - -	16 - -
44	49 11 11	48 4 -	60	63 4 11	66 - -	48	57 18 9	52 16 -
						5	11 1 -	6 12 -
15	25 8 -	16 17 -	16	27 - 6	12 15 -	18	30 18 6	21 - -
61	42 12 5	67 2 -	52	36 3 9	57 4 -	46	41 13 9	39 12 -
37	50 10 6	31 6 -	39	63 5 6	37 12 -	27	58 7 6	35 6 -
39	72 - 5	42 18 -	27	54 10 -	29 12 -			
			9	9 - 3	8 4 -			
						15	25 1 6	15 - -
			1	1 7 6	1 2 -			
14	25 9 6	15 16 -	15	30 7 -	17 17 -	10	20 11 -	11 13 -
			5	2 5 -	4 12 -	2	9 2 6	2 - -
17	34 7 6	21 19 -	18	41 11 9	23 6 -	15	25 2 9	19 - -
						28	48 2 6	30 16 -
						1	1 16 -	1 2 -

William Bigger,  
Ballast Master, Port of Dublin.

Extracted from the books, in which no separate account is kept of steam from other vessels.

J. Hank,  
Clerk of Cheque and Book-keeper.

No. 9.—A RETURN of the Number of APPLICATIONS that have been made for Licences to act as PILOTS; distinguishing those that have been granted or refused, with the causes of such refusal.

THE number of applications that have been made during the last three years for the situation of pilot have been 55, of which number 13 have been granted, and the rest refused, in consequence of there being no vacancies.

1 June 1833.

*John Conant, Secretary.*

No. 10.—SCHEDULE of RATES of PILOTAGE.

PILOT RATES INWARDS.

Foreign Vessels:

From without the Banks to Poolbeg, 6 s. per foot.  
 From within the Banks to Ditto, 4 s. per foot.  
 From the Bay within the Heads to Ditto, 3 s. per foot.  
 And if brought up to the quays on the tide of arrival, an addition is chargeable of 1 s. 6 d. per foot.

Native Vessels:

From without the Banks to Poolbeg, 3 s. per foot.  
 From within the Banks to Ditto, 2 s. per foot.  
 From the Bay within the Heads to Ditto, 1 s. 6 d.  
 If brought up to the quays on the tide of arrival, additional 1 s. per foot.

Colliers and Coasting Vessels:

From outside the Banks to Poolbeg, 2 s. per foot.  
 From within the Banks to Ditto, 1 s. per foot.  
 From within the Heads to Ditto, 1 s. per foot.  
 If brought up to the quay on the tide of arrival, additional 6 d. per foot.

PILOT RATES OUTWARD.

Foreign Vessels:

From the Quay to Poolbeg, if laden, 1 s. 6 d. per foot.  
 From Poolbeg over the Bar, 1 s. 6 d. per foot.  
 If in ballast to Poolbeg, 1 s. per foot.  
 And from Poolbeg over the bar, 1 s. per foot.

British or Irish Vessels:

From the Quay to Poolbeg, if laden, 1 s. per foot.  
 And from Poolbeg over the Bar, 1 s. per foot.  
 But if in ballast, exempt from taking a pilot outward.

1 June 1833.

*William Eigger, Ballast-master.*

## LONDONDERRY.

RETURNS for the last Three Years for PILOTAGE, and other sources of REVENUE, received at the BALLAST-OFFICE, Londonderry; also of the application of such Revenue; distinguishing such as is paid to the Pilots, and whether any sums received as for Pilotage are applied to any and what other object.

(A. 1.)

One Year, ending 1832.—For 1830, see (A. 2); for 1831, see (A. 3.)

		(A.)			
D <sup>r</sup> .		£.	s.	d.	
20 October 1831:					
To paid Neil M'Laughlin, per contract, for lifting 2,248 tons wood, at 8d. per ton		74	18	8	
29 November 1831:					
Hugh M'Keown, keeping tally		2	14	-	
Secretary and pilot-master's salary		46	3	1	
Carrigan's salary for constable		3	3	-	
M. M'Mullan, master of the dredge, per order, 23d October 1832		9	-	-	
Stationery, coals, candles, messenger, sundries for pilot-office and pilot-room, the like for the pilot-house, Enniskowen, and lanterns		18	15	10	
Samuel Haslett, half a year's rent of the office and pilot-room, in arrears		12	10	-	
Londonderry Journal Office, for printing		5	18	6	
Neal M'Laughlin, rent of a store for dredge materials, one year		1	-	-	
William Cook, for lighters and labourers, superintendent, per contract for cleaning and shifting the tun and river buoys, &c. &c.		23	4	-	
Postages, and expenses on sundry office business		-	14	2	
Taxes		1	17	10	
Amount pensions		26	12	3	
Iron and wooden buoys, repairs of buoys, perches, stones, shackles, iron-work, per accounts from Greenock, Liverpool, Londonderry, handed in, and approved		135	7	5	
Deputy pilot-master, one year's services to the office, and occasionally attending dredging		3	-	-	
Counsel James Major, for sundry services, per order, 11th September		5	5	-	
John Murray, attorney, defending the ballast-office property seized by the sub-sheriff		1	-	-	
Phil. M'Duid, rent and sundries supplied the pilot-house, Enniskowen, ordered 14th November and 28th October		2	6	-	
To water-guards at Portrush, saving the great tun buoy, and expenses, per order, 8th November 1831		4	-	-	
Logan Liverpool, chain for the great buoy of the tuns, 33 cwt. 2 qrs. 18 lbs., 33 £ 1 s.; freight and expense, 1 £ 16 s. 7 d.		34	17	7	
* Net amount of pilotage, per pilot inwards and outwards, including steam-boats		1,202	16	3	
One year's rent of office and pilot-room, up to this day		25	-	-	
O. William M'Duid and Barney Gillespie, pilots, sundry expenses on duty; ordered, 6th March, 11th September		2	7	-	
Expenses boat's crew following the sloop Friends of Coleraine, ran off without paying charges, 13 s.; inward pilotage, 10 s.; per order, 25th October 1832		1	3	-	
Repairs pilot-house, Shrove, under the inspection of William Leatham and secretary; order, 25th June		6	2	10	
Coals and candles for the ensuing year, rent to 1st November 1832; order, 25th June		3	-	-	
Secretary and pilot-master, inspecting the Lough and River, 48 Ges. 3		1	17	6	
Town-book and pilot-book		1	4	-	
Paid Sir R. H. Ferguson the ballast-office proportion of the new Bill		232	10	11	
31 October 1832:					
Balance due the office, lodged with Thomas Harvey, Esq.		137	8	6	
		£.	2,025	16	4

## (A. 1)—continued.

		(s.)		
		£.	s.	d.
C.				
November 1831 :				
By balance on hands last year, lodged with Thomas Harvey, Esq.	-	275	9	9
Pilot licences - - - - -	£. 21 17 -			
Tonnage, gross, including reciprocity - - - -	551 19 10			
Sale of mud to Dr. Henderson - - - - -	2 6 10			
Sale of 3 pieces wood to Charles Stewart - - -	4 -			
	576 7 8			
Commission, 5 per cent., 48 Geo. 3 - - - - -	28 16 4			
		547	11	4
31 October 1832 :				
Net pilotage, inwards and outwards, per pilot-book, including steam-boats*	- - - - -	1,208	15	3
	£.	1,025	16	4

The masters of vessels sign the pilot-book inwards, and pilot-ticket outwards. The pilots receive the full amount charged, save 5 per cent. for advancing, keeping accounts and collecting.

No light in this Lough.

\* For gross expenditure pilotage, see Return (B. 1.)

## (A. 2, 1831.)

BALLAST-OFFICE Committee with Charles Stewart, Treasurer, from 29 October 1830 to 28 October 1831.

		(s.)		
		£.	s.	d.
D.				
October 1830 :				
To paid Neil M'Laughlin, for lifting 4,850 tons mud, at 8 d. per ton, per contract - - - - -		155	-	-
Hugh M'Keown, for keeping tally - - - - -		5	-	-
The secretary and pilot-master, one year's salary - - - - -		96	3	1
James Carrigan, constable, one year's ditto - - - - -		6	6	-
Michael M'Nulin, one year, attending dead-room, and care of the barge		9	-	-
Councillor Major, for opinion and for sundry bye-laws - - - - -		4	4	-
Stationery, coals, candles for dead-room and office, repairs, office and dead-room, washing, blankets and straw for bed, messenger, &c. -		17	13	4
Taxes - - - - -		1	8	2½
Ennishowen pilots, at sundry periods, for detention, when the Derry pilots were detained by contrary winds on board outward-bound vessels, at the rate of 2s. 6 d. per day - - - - -		3	11	6
Leadadery Journal-office, for printing - - - - -		3	18	-
Neil M'Laughlin, rent of a store for dredge apparatus - - - - -		1	-	-
John O'Donnell, and crew of the Fingall, for cleaning and shipping sundry buoys, as per contract - - - - -		12	10	-
James M'Meechan, superintending, per contract - - - - -		4	4	-
Blacksmith, attending, per contract - - - - -		1	-	-
Postages and expences to London, Dublin, Belfast, &c. - - - - -		-	15	11
Pensions - - - - -		24	9	2
Daniel Shea, for loss sustained as ballast contractor, per order, Oct.		1	-	-
James M'Meechan, attending to the dredging, &c. &c. - - - - -		4	-	-
For iron and wooden buoys, repairs of buoys, perches, chains, anchors, shackles, timber, iron work, shifting buoys, &c. as per accounts handed in and approved - - - - -		119	3	10½
* Net pilotage to pilots, per pilot-book accounts, including steam-boats		1,083	14	2
28 October 1831 :				
Balance due the office, lodged with Thomas Harvey, Esq. - - - -		275	9	9½
	£.	1,779	11	-½

## (A 2, 1831)—continued.

C.	(s.)		
	£.	s.	d.
October 1831:			
By balance on hand last year	181	4	4½
Pilot honours	25	5	—
Amount of tonnage, including that paid per Trinity Board under reciprocity, 520l. 11s. 7d. (Irish), British	480	10	8
* Net amount paid pilots, inwards and outwards, for the year, per pilot-book accounts, including steam-boats	1,083	14	2
Sale of an old boat to John Gilmour	2	—	—
Fine on James Loughry, pilot	1	—	—
Fine on the Orion	—	10	—
Sale of two pieces old rope, sold to H. M'Keown	—	10	—
October 1831:			
Messes Skipton, 4,850 tons mud, at ½d. per ton	4	16	10
Profit on ballast none.			
	£.	1,779	11, —½

\* Pilotsage.—The entire amount of pilotsage is paid to the pilot, save 5 per cent. for collecting, &c. For further explanation, see Return (B. 1.)  
No lights in this Lough.

## (A. 3, 1830.)

D.	(A.)		
	£.	s.	d.
29 October 1830:			
To balance due Charles Stewart, treasurer	1	15	7
To paid Neil M'Laughlin for lifting 3,743 tons mud, at 8d. per ton	194	15	4
Hugh M'Keown keeping tally	4	—	—
The secretary and pilot-master's salary, one year	46	3	1
James Carrigan, constable, one year's salary, attending to the shipping	6	6	—
M. M'Mullan one year's salary attending dead-room, care of the barge, &c.	9	—	—
Iron and wooden buoys, perches, chains, anchors, shackles, timber, tar, iron work, &c., accounts handed in and approved	89	6	4
William Cooke, as per contract, for lifting, cleaning, laying down buoys, &c. per order 14th September	23	10	—
Stationery, coals, candles for pilot-room and offices, repairs, messenger, &c.	17	5	8
Con O'Donnell bringing up the greatest number of small vessels	1	10	—
Neil Gillespie for the second greatest number	1	—	—
Ennishowen pilots attending in Derry, when the Derry pilots were employed express, &c.	1	3	6
The editor of the Londonderry Journal for 100 abstracts of the Ballast Office Act of Parliament, and other printing, per order 19th October	10	—	—
Stamp on ballast and dredge bond	2	—	4
The pilot-master's expenses examining the lough and river, under the Act of the 48 Geo. 3. c. 106	1	12	6
Amount of pensions, as per account	24	9	2
P. Gilmour one year's rent of a store for dredge materials	1	—	—
George Franks, attorney, his bill for sundries, defending the secretary twice, at the suit of James M'Cree, and the secretary against William Cochran, per order 19th October (master of the Greyhound)	5	12	2½
Amount of a pilot-house at Shrove, per order 27th November	3	3	—
Small postages Ballast Office, Dublin, Trinity Board pilots	—	6	8
Postages of the Ballast Office Act of Parliament, from Trinity Board	—	8	9
Net amount pilotsage to pilots, as per pilot-book	1,080	19	10
Commission on tonnage, pilot licence, mud sold	27	—	11
19 October 1830:			
The deputy pilot-master attending to the dredging	4	5	—
Balance due office, lodged with Thomas Harvey, Esq.	181	4	4½
	£.	1,007	18 3

(A. 3, 1830)—continued.

		(n.)
C.		
October 1830:		
By pilot licence	- - - - -	£. s. d.
Profit on ballast, per ballast account	- - - - -	23 9 -
Amount tonnage, including that paid per Trinity Board, 552 <i>l.</i> 3 <i>s.</i> Irish	- - - - -	45 19 11
*Net amount paid pilots inwards and outwards for the year, per pilot-book accounts	- - - - -	509 13 7
Sale of 3,743 tons mud, at one halfpenny per ton, to the corporation of Derry	- - - - -	1,080 19 10
		7 15 11
		£. 1,667 18 3

\* Pilotage.—The entire amount of pilotage is paid to the pilots, save five per cent. for collecting, &c.; and for further explanation, see Return (B. 1.)

No Lights in this Lough.

(B. 1.)

GROSS RECEIPTS OF PILOTAGE, the Net being entered into the Yearly Accounts, for Three Years, ending 30 October, per Pilot Account Book for 1830, 1831, 1832.

Y E A R.	Paid Pilots.	Five per Cent. for Collection.	Amount Reciprocity Pilotage received and paid Pilots	Gross Pilotage.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1830, (A. 1.) Return	1,080 19 10	54 1 -	13 14 7	1,148 15 5
1831, (A. 2.) Return	1,083 14 2	54 3 8	10 19 6	1,148 17 4
1832, (A. 3.) Return	1,202 15 3	60 2 9	3 18 9	1,226 16 9

The entire reciprocity pilotage of 1832 not yet claimed.

N. B.—Pilotage accounts end on 30 October in each year.

(C. 1.)

A RETURN of the Names of the Persons who have been Licensed as Pilots, commencing 1830, ending 1831.

1. Edward M'Gheehan.	10. William Clarke.	19. Roger M'Cann, sen.
2. Con. O'Donnell.	11. John Loughry.	20. James Boyle.
3. Neill Gillespie.	12. John Kelly.	21. On. M'Daid.
4. Daniel Harlin.	13. M. M'Daid.	22. Roger M'Cann, jun.
5. John O'Donnell.	14. Patrick M'Ginegall.	23. William Hart.
6. James O'Donnell.	15. M. M'Laughlin.	24. George M'Edauncy.
7. John M'Mullan.	16. B. Gillespie.	25. James Loughry.
8. Patrick M'Shiffry.	17. Phyll. M'Daid.	26. James M'Daid.
9. John M'Laughlin.	18. Daniel Harkin.	27. Edward Loughry, oldest.

The pilots' licences commence in December 1830, and end in December 1831.



## (C. 2.)

A RETURN of the Names of the Persons who have been Licensed as PILOTS, commencing 1831, ending 1832.

1. Edward M'Geehan.	17. Phill. M'Daid.
2. Con. O'Donnell.	18. Dan. Harkin.
3. Neill Gillespie.	19. Roger M'Cann, sen.
4. Daniel Harkin.	20. James Boyle.
5. John O'Donnell.	21. O. M'Daid.
6. James O'Donnell.	22. Roger M'Cann, jun.
7. John M'Mullan.	23. W. Hart.
8. Patrick M'Shiffry.	24. Geo. M'Eldanney.
9. John M'Laughlin.	25. James Loughry.
10. William Clark.	26. James M'Daid.
11. John Loughry.	27. Edward Loughry, oldest pilot.
12. John Kelly *.	28. Charles M'Laughlin.
13. Mich. M'Daid.	Supernumerary:
14. Patrick M'Ginegall.	29. O. M'Daid, the elder.
15. Mich. M'Laughlin.	
16. B. Gillespie.	

The pilots' licences commence in December 1831, and end in December 1832.

\* Licensed in 1808; superannuated in 1832; age 59.

## (C. 3.)

RETURN of the Names of the Persons who have been Licensed as PILOTS in each of the last Three Years; distinguishing such as are Apprentices, with their Age, date of Apprenticeship and Licences.

[Apprentices, see (C. 4) Return.]

Number.	Year Licence Issued.	N A M E.	AGE.	
1.	1810	John O'Donnell	48	The pilots licences commence in December 1831, and end in December 1832.
2.	1808	Daniel Harkin	60	
3.	1818	John M'Mullan	32	
4.	1818	William Hart	33	
5.	1808	Roger M'Cann	58	
6.	1811	James O'Donnell	47	
7.	1811	M. M'Laughlin	48	
8.	1808	Patrick M'Ginegall	53	
9.	1818	John Loughry	33	
10.	1818	M. M'Daid	35	
11.	1816	B. Gillespie	35	
12.	1808	Phillip M'Daid	60	
13.	1809	Edward M'Geehan	49	
14.	1811	Neal Gillespie	37	
15.	1819	Con. O'Donnell	42	
16.	1830	James M'Daid	47	
17.	1813	William Clark	47	
18.	1811	James Boyle	36	
19.	1811	John M'Laughlin	54	
20.	1833	Charles Leake	44	
21.	1816	O. M'Daid	39	
22.	1808	Daniel Harkin	52	
23.	1817	Roger M'Cann	32	
24.	1813	James Loughry	36	
25.	1808	George M'Eldanney	57	
26.	1831	Charles M'Laughlin	25	
27.	1831	O. M'Daid	25	
		Supernumeraries		
28.	1808	Patrick M'Shiffry	56	
29.	1808	Edward Loughry	67	
30.	1808	O. M'Daid	62	

## (C. 4.)

RETURN of the NUMBER and NAMES of APPRENTICES, with the Age and Date of Apprenticeships and Licences.

No.	NAMES	AGE.	PERIOD OF SERVICE.
1.	William Loughery -	27	-- Three years in the foreign trade and learning the nature of the river, boating with the pilots; in all, ten years.
2.	Edward McGonegal -	24	Ditto, and boating with the pilots, six years.
3.	Michael Harkin -	25	-- Four years in the foreign and coasting trade, and five years with the pilots.
4.	Patrick McLaughlin	27	-- Near three years in the foreign trade and coasting, and twelve years with the pilots.
5.	Phil. McDaid -	24	-- Two years in the foreign and coasting trade, and with the pilots six years.
6.	Daniel Harland -	30	-- Served his time to the sea, and knows the Lough and River; is now mate of a ship, waiting the approbation of the committee.
7.	Hugh O'Donnell -	20	-- In the foreign trade one year, and with the pilots two years.
8.	Patrick Roddin -	20	-- Now in the foreign trade, three years with the pilots.
9.	Patrick McGonegal -	22	-- Now at sea, in the foreign trade one year and a half, six years with the pilots.
10.	J. Smyth -	30	-- One year and upwards at sea, four years and upwards with pilots.

N.B.—There is no registry kept. Certificates and proof is brought forward, also securities, on the day of passing. Their intentions are merely notified on going to sea; and none of the above persons can pilot (though several are capable) until they pass a most strict examination, and have obtained a licence.

## (D. 1.)

RETURN of the NAMES of such PILOTS and their APPRENTICES who have been deprived of their Licences during the last Three Years, with the Causes of such deprivation of Licences.

THERE have not been any dismissals; there have been long suspensions and fines. Apprentices cannot take charge of vessels until they pass a strict examination; first, for nine feet water; secondly, for twelve or upwards, according to capability.

## (E. 1.)

RETURN of the Number of VESSELS which have been Piloted in and out of Port during the last Three Years, distinguishing Coasting from other Vessels, and the Number which have paid the Pilot Rates without having Pilots actually on board, and distinguishing Steam from other Vessels; per Pilot Book, ending each Year 30th October.

Year.	(A.) Number of Coasting Vessels piloted; per Pilot Book.	Number from Foreign, which were charged Foreign Pilots.	Number of Sailing Vessels paid Pilot Rates, without having Pilots actually on board. — Number included in col. (A.)	Number of Steamers which paid Rates, without having Pilots actually on board. — Number included in col. (A.)	Total Number of Vessels	Observations; Sailing Vessels; Ship's Names.
1830	533	38	3	- - -	571	Margaret, Agnes, and Jane
1831	565	36	2	- - -	601	and Margaret, hailed by pilot-boat; Prosperity, Friends, hailed; British Queen, Maid Lungs, hailed; John & Mary, hailed.
1832	560	47	3	1	607	The Foyle steamer, the only instance we can find during the above period, and then blowing a gale, the master ordered the pilot to be paid, as it was impossible to get alongside with safety.

The pilot-book ends in October of each year. There is but one book kept for inwards and outwards pilotage. The port of Ballyrime is in this Custom-house district, of which the Ballast-office has no cognizance. Their year ends in January, therefore our number is less than theirs; besides, when vessels come with a small part of a cargo from a foreign, having landed at another port, foreign pilotage is not charged; and there are open boats which enter at the Custom-house, which do not appear in our books.

N.B.—John and Mary and Friends ran off without pilots or paying charges; the former having returned, the charges were paid.

## (F. 1.)

RETURN of the Number of VOYAGES, and the Amount of PILOTAGE received, from the 1st February 1828 to 1st February 1833, by and what Steam Vessels, at any and what Reduction from the regular Rates, and the Cause of such Reduction, and of the same being discontinued.

YEAR.	NAME OF STEAM-BOATS.	Number Voyages, in & out.	Amount paid for Pilotage.	Total Amount of each Year.
1 Feb. 1828, ending 1829.	Eclipse, in and out - - -	17	£. s. d. 25 9 3	£. s. d. 305 8 4
	Britannia - - - - -	32	38 11 -	
	Londonderry - - - - -	41	50 10 5	
	Shamrock - - - - -	9	23 17 5	
	City of Londonderry - - -	47	158 9 3	
	Birmingham - - - - -	1	2 18 -	
1 Feb. 1829, ending 1830.	Londonderry - - - - -	49	68 - 0	273 19 7
	Foyle - - - - -	33	66 3 8	
	Britannia - - - - -	10	12 6 -	
	City of Londonderry - - -	40	199 9 2	

(F. 1.)—continued.

YEAR	NAME OF STEAM-BOATS.	Number Voyages in & out.	Amount paid for Pilotage.	Total Amount of each Year.
			£. s. d.	£. s. d.
1 Feb. 1830, ending 1831.	Londonderry - - - -	47	60 14 7	995 7 9
	Foyle - - - - -	50	100 15 -	
	City of Londonderry - - -	1	3 9 4	
	Commerce - - - - -	17	50 15 6	
	Birmingham - - - - -	2	6 1 0	
	City of Dublin - - - - -	10	33 1 6	
	Queen Adelaide - - - - -	3	7 5 2	
Nottingham - - - - -	11	33 5 3		
1 Feb. 1831, ending 1832.	Londonderry - - - - -	46	59 5 8	992 9 5
	Foyle - - - - -	48	92 9 -	
	Queen Adelaide - - - - -	52	140 14 9	
1 Feb. 1832, ending 1833.	Londonderry - - - - -	49	67 - 3	332 14 9
	Foyle - - - - -	46	87 7 9	
	Queen Adelaide, to Glasgow -	13	31 15 7	
	Queen Adelaide, to Liverpool -	35	93 1 4	
	Robert Napier - - - - -	20	52 15 10	
	Mortlie, river boat, inwards -	1	- 14 -	

No reductions have ever been made at this port on steam-boat pilotage; the steam-boats draw much less water in proportion to their capacity than sailing smacks, which they superseded.

(G. 1.)

RETURN of the Number of APPLICATIONS that have been made for LICENCES to act as PILOTS since 1826, and cause of refusal.—[See Chart of the Lough, for intricacy of the Lough, for sailing vessels particularly.]

No.	N A M E.	CAUSE OF NOT BEING LICENSED.
1.	John M'Davit - -	Could not work a vessel.
2.	Don. Doherty - -	- - Could not work a vessel; knew little of the Lough or river; and had never served at sea as a mariner.
3.	James Smyth - -	- - Could not work a vessel, and was not sufficiently acquainted with the river; is improving, and at sea; and learning to write.
4.	Michael Farran - -	- - Could not work a vessel; is again at sea; and did not know the river sufficiently.

Candidates. Masters of vessels, who have served faithfully in the foreign and coasting trade out of the port for a number of years; others must serve in the coasting and foreign trade, constant, 12 months; but by an order of 11th September 1832, must now serve three years, unless under very particular circumstances or necessity. They must be able to write a fair hand; and have good certificates from the masters of the vessels whom they serve.

Every person whatever must pass a long and strict examination (before the Committee) by the pilot-master, a bench pilot, sworn to do justice, and from two to four expert masters of vessels, all of whom must be satisfied, and certify that they consider the person qualified; in the first instance, they are licensed for nine feet only, and receive their full amount of pilotage, and undergo a second examination for a greater draft. They have also to provide good securities, and enter into bond for good behaviour.

A CHART  
of the  
LOUGH  
and  
RIVER FOYLE.



